

JDER 2675
COPY 1 OF 2June 24, 1965
SP-870F

To: 25X1A
[redacted]
L. Geary
25X1A [redacted] (2)

Subject: CONVERSION OF 11 FOG U-2A's to U-2C - J-75 Configuration

Pursuant to your request, we submit the attached proposal for the subject program.

We have prepared a schedule that we feel will afford the best shop loading and yet will not tie up too many FOG airplanes at one time. We propose to use two sets of J-75 parts currently on hand in order to get this mod program underway without delay. This will allow us to retain Van Nuys personnel experienced in this work who otherwise must be transferred to other projects or laid off beginning early July 1965, due to the rapidly diminishing work load on the U-2 program.

We have not included the cost to convert the four AFSC airplanes located at Edwards AF Base. As you know these airplanes are not standard FOG airplanes and if it is your desire to convert them they should be scheduled in at the appropriate time at the end of the 11 FOG airplane schedule. We must review each of these airplanes and your required end configuration in order to properly price them. However, it would be desirable to fabricate and/or procure basic conversion parts for them at the same time we order parts and equipment for the 11 FOG airplanes if we are to minimize the cost.

Sincerely,

Kelly

Lockheed Aircraft Corporation

ADVANCED DEVELOPMENT PROJECTS
BURBANK, CALIFORNIA

REPORT NO. SP-870F
DATE 24 June 1965
COPY NO. 4

MODEL

TITLE CONVERSION OF 11 FOG U-2A's TO U-2C - J-75 CONFIGURATION

25X1A

PREPARED BY

REVIEWED BY

APPROVED BY

REVISIONS

DATE

PAGES AFFECTED

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STATINTL

A J-75 "C" model incorporates the following features:

1. J-75 engine with continuous ignition and oil temp indicator.
 2. Enlarged engine intake scoops.
 3. Horizontal stabilizer leading edge camber change.
 4. Elevator trim position indicator.
 5. Extendable stall strips.
 6. Fuel dump system.
 7. 150 degree sugar scoop for reduction of I.R. detection.
 8. Improved EPR system.
 9. Additional 750 VA inverter acting as back up for the No. 1 inverter for inverter bus loads, or as back up for the AC generator for system 13A.
 10. Larger Bendix AC generator with improved fault protection.
 11. 618T-3 transceiver relocated to nose for the following reasons:
 - a. Present pressure box too tall to fit beneath larger tailpipe.
 - b. Present cooling system is operating at maximum capability. Environment adjacent to J-75 tailpipe is considerably higher temperature.
 12. Windshield defroster.
 13. Time code generator.
 - 25X1A 14.
- 25X1A
- An improved keyer modulator is probably available to this project(not verified). The improved model is being considered for modification of existing Project aircraft.
15. Relocated ATC transponder and function tester from right cheek to Q-bay.

STATINTL

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PROPOSED CONVERSION SCHEDULE

